

City of Fort William
5% Bonds
Due February 1934
Principal and Interest
payable in New York
Fort William, situated
at the head of Lake
Superior, is one of the
most important ports in
Canada. The annual
tonnage through the
combined ports of Fort
William and Port Arthur
amounts to over
\$300,000,000.

To yield 5 3/4%
Write for Circular S-3
Wood, Gundy & Co.
34 Pine Street, New York
Toronto Montreal London
Telephone John 830

Halifax Sherbrooke Sydney

Canadian Securities

Bought—Sold—Quoted

F. B. McCurdy & Co.
Members Montreal Stock Exchange
136 St. James Street
Montreal, Canada

Inquiries Invited

Direct private letters
to all offices and

Laidlaw & Co., New York

St. John, N.B. St. John's, Nfld.

Government and Municipal BONDS

We invite your inquiry

CANADA BOND CORPORATION

59 YONGEST, TORONTO

We Deal in Victory Loan

Inquiries Invited on All
Canadian Securities

FENWICK & RYAN

Members Montreal Stock Exchange
Lewis Bldg. Montreal

LARGE ORDERS FOR DOMINION STOCKS

Confidence Shown in Buying
of Industrials on Firm
Dividend Footing.

Special Despatch to THE SUN.
MONTREAL, Feb. 10.—The appearance
of some substantial buying of invest-
ment stocks relieved the Canadian stock
exchange of dullness last week. Mon-
day Power, which rose from 8 1/2 to
9 1/2, and Laurentide Company, which
rose from 19 1/2 to 20, were the active
and strong stocks of the week. The
filling of a couple of large orders for
investment was responsible for the pre-
dominance of these two issues, both of
them ranking among the best tried divi-
dend paying stocks of the Canadian list.
More speculative stocks were dull
and on the heavy side, the steels being
affected by the interim dividend
programme the Canadian Pacific
Railway, according to a statement is-
sued by D. C. Coleman, western vice-
president of the railway, will apply for
an act in Parliament to enable it to
build six branch lines in Saskatchewan
and the extension of the line from
the Saskatchewan extensions are as follows:
From Archibute to Wymark, from For-
titude to Wymark, and extension
from Fortitude to Cumberland House,
from Leader to Big Lake, from the We-
ber-Stearns branch southwesterly, and
from the Fort St. John branch north-
westerly to Whittford Lake.

Plans for Improvements.

After saying that the usual generous
provision is made for leasing, steel
replacements and improvements to the
roadbed Mr. Coleman's statement con-
tinues in part as follows:
"The company will continue to follow
the policy of making timely and prudent
provision for the continually expanding
traffic in western Canada, and for the
improvement of the property in the best
possible manner."
"At Vancouver the construction of a
new ocean pier will be undertaken, the
old pier being used for the handling of
cattle. When these are completed, the
work of dredging and filling will be
started immediately. New station build-
ings will be erected, and the existing
well, Schwitter, Rutland and De-
la-
Bosque, will be rebuilt."
"Additional trackwork for handling
train movements will be provided at
High Bluff, Rosser, and extension
from Mehta and Rossetown, and ex-
tension to terminal tracks at Portage
in Prairie, Revelstoke and Vancouver.
Very extensive improvements will be
made at Winnipeg Beach, with a view to
giving better accommodation to bathers

\$500,000 TO GO TO RAILS AND SHIPS

**Canadian Roads Are to Be En-
larged and Greatly Im-
proved.**

**GOVERNMENT APPROVES
War Adjustment Board Gives
Shippers Week to Pay
for Freight.**

Despatches from Canadian points in-
dicate that no less than \$500,000,000
will be expended this year on railway
additions and betterments and on the
building of ships.

While a large part of this sum will be
spent under the auspices of the Govern-
ment of the Dominion, the Canadian Pa-
cific Railway has obtained a compre-
hensive construction programme, including
the building of seven branch lines and
the doubling of its Pacific fleet, which is
operated by the Canadian Pacific Ocean
Service Limited, and the important British
firm of Messrs. Yarrow has decided to
transfer its shipbuilding from the Clyde
to Esquimaut, Vancouver Island.

In undertaking so much new work this
year business in Canada is receiving di-
rect encouragement from the Govern-
ment authorities. A straw which
shows the way the wind blows across
the water front here is the new ruling of
the Canadian Railway War Adjustment
Board, giving shippers one week instead
of the former ninety-six hours in pay-
ment for freight shipped, provided a sat-
isfactory bond is furnished. In the
United States the Federal Railroad Ad-
ministration requires payment within
forty-eight hours.

Shippers Rejoice at Ruling.

This ruling has aroused good feeling
among Canadian shippers. It is pointed
out that while the surface machinery
may appear considerably changed, a
bond was required under the ninety-six
hour ruling, the underlying principle of
freight payments has not been altered.

It is true that shippers will be fur-
ther enabled to get a bond for their cargo
to get a bonding company to do it. Any
person or business concern in good
standing and satisfactory to the trans-
portation company may be accepted as
the bond for the shipper. Under the old
system, while a bond was not required, it
is pointed out that the railways were
compelled to their judgment in the same
manner, and they always took the
precaution to protect themselves.

The Canadian Pacific Ocean Service
Ltd. proposes, it is learned, to expand
its transoceanic service by the addition
of new tonnage, which will equal, if
not exceed, that of the liners of the
fleet, which have been operating out of
Vancouver for many years. The new
tonnage will be sent out to the
British Columbia Orient Line.

The ship expansion on the Domini-
on Pacific coast was directly re-
sponsible for the recent decision of the
Yarrow to discontinue gradually their
shipbuilding on the Clyde and to in-
crease their work at Esquimaut, Van-
couver Island, and at their new plant
at Yarrow. It was said that the proposed
transfer of their business to western Can-
ada was due to the better industrial
prospects of British Columbia, and
the long haul for the export of their
products to the east coast of Canada.
While the private shipbuilding in-
dustry proposes to expand this year
the Canadian Government is discussing
the question of the construction of a
new shipyard at Esquimaut, which will
be the largest of its kind in the world.
The Government has forty-five steel
ships under construction. It is not
the programme will be developed on
lines of permanency is a question for
the Cabinet to determine, and there are
divergent views on the subject. The
Minister, Hon. C. C. Ballantyne,
seriously ill.

Canadian Ships Cost \$200 a Ton.

Here are some comparative facts:
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

The Canadian ships cost \$200 a ton.
The British Ministry of Shipping last
year ordered 1,247,304 tons of ship-
ping at a total cost of approximately
\$249,467,000. The cost of the Canadian
ships built on the coast of the British
Empire is approximately \$200 a
ton. At that it is \$25 a ton less than
in the United States.

**DEALERS IN LUMBER
STILL SEEK ORDERS**

**Canadians and Americans Fail
to Get Expected Export
Business.**

Special Despatch to THE SUN.
TORONTO, Feb. 10.—Canadian lumber
merchants are greatly worried over cir-
cumstances affecting the lumber in-
dustry in Canada and the United States.
The export situation is becoming acute.
Difficulties are being encountered in ob-
taining permits to ship to Europe.

Millions of feet of lumber are re-
quired, but orders are not forthcoming
for Canadians and Americans. They
are being diverted to other countries.
Sweden and Norway are said to be re-
ceiving a rich harvest in the lumber busi-
ness.

The Canadian Trade Commission re-
ports that \$20,000,000 worth of lumber
will be required from Canada this
year, yet there have been no orders dis-
tributed, and so far as the lumber men
have learned directly or indirectly, a
majority of the orders are being placed
with a rich harvest in the lumber busi-
ness.

The chief trouble lies in the delays
encountered through "red tape," the
difficulties in obtaining orders, and the
competition from other countries—
countries believed to have already
received contracts.

Ocean Rates Too High.

Transportation charges are only about
one-third of what they were a week ago,
but they are still five times the pre-war
rates. The new charges work out at ap-
proximately \$1 a hundred pounds, or
about \$30 a thousand feet of lumber.
These high rates are greatly handicap-
ping the lumber merchants' representa-
tives in obtaining orders, and may re-
sult in the same profitable trade of other
countries. But this is a secondary con-
sideration, considering permits for ship-
ping.

The difference in "standards" or
measurements is also holding back the
industry on this continent. The French
standard length is 13 1/2 feet, whereas
the Canadian standard is 12 feet. The
lengths are 12, 14 and 16 feet. When
logs are being cut the lumbermen must
know to which country they intend to
ship. If they are to be sold to France,
they cannot be sold to England,
and vice versa, unless as 12 foot lengths,
which would mean great wastage. The
thicknesses are also different in Canada
and the United States from those of
France.

There is much discussion among the
lumber associations as to the advisabil-
ity of standardizing measurements, but
most dealers say that it would be un-
wise to make any change unless the
measurements of all countries
were brought into conformity. It is
not the custom of eastern Canadian
lumbermen to cut "board" thickness.
In western Canada and some parts of
the States, however, the custom has been
in vogue for many years. It is not
proven a great detriment to the trade in
general of both countries.

Dealers say that until ways and means
are brought about whereby the ship-
ping as freely as in pre-war times the
individual is so hampered that the limit
of his home ends long before the lum-
ber reaches the market. And now, with
the new charges, the limit is even more
restricted. The Canadian Trade Mis-
sion in the interests of the Canadian
lumber industry, Mr. Beale, who went
to England a few months ago to see
lumber orders for the British Columbia
Government, has been appointed western
Canadian Trade Commissioner for Great
Britain and the British Empire, and is
expected to sail this week to
represent the Ontario Government in
lumber matters. Several large local
dealers hold the opinion that representa-
tives from the United States and Canada
should form a board in London and
Paris for the purpose of obtaining
the lumber interests of both
countries.

**325,000 AMERICANS
IN ALBERTA TO-DAY**

**Constitute 65 Per Cent. of
This Rich Province's To-
tal Population.**

According to official figures the total
number of Americans in the Province of
Alberta is 325,000. This figure is based
on evidence in the Province of Alberta
Canada, since 1905, including five
months of the fiscal year 1914-15,
reached 275,000.

In 1905 the Province of Alberta was
organized, and since that date statistical
information has been kept of the im-
migration into the three provinces, Mani-
toba, Saskatchewan and Alberta. Sas-
katchewan ranks second, with 236,330
immigrants and Manitoba third, with
only 78,759. The largest immigration
into Alberta is from the United States,
which in 1905-10, numbered 24,563,
the smallest in 1913-14 numbered 5,613.

The total population of Alberta in
1914 numbered 496,225. The American
immigrants, as compared with 275,000
American immigrants, is nearly 70 per
cent.

Assuming that the proportion of im-
migrants from the United States resid-
ing in Alberta prior to the organization
of the province was about the same as
is now existing, the total American popu-
lation in Alberta to-day is probably
325,000, or of the entire 496,225 popu-
lation, about 65 per cent.

Of course hundreds of Americans have
taken up Government land and have be-
come naturalized, and many hundreds
of immigrants have left the United
States before they have completed their
naturalization here. But the predomi-
nance of Americans in Alberta is marked,
and this predominance has a direct
influence upon trade with the United
States to a large extent.

On the whole, Canada continues com-
paratively free from Bolshevik tenden-
cies. Labor troubles for the most part
have been small and scattered, and a
series of strikes have been settled with-
out serious disturbance. A report of a com-
mission of inquiry into the grievances of the
police and firemen of the city of Mon-
tréal, which precipitated a serious sit-
uation toward the end of last year, was
issued this week. It provided for higher
wages and better working conditions,
with a recommendation that the em-
ployees be allowed to have their own
union, but not to affiliate with labor
unions as a whole. The recommenda-
tion, all things considered, have been
accepted, and will probably be put into
effect.

Many New Bank Branches.

The keen competition among Canadian
banks in the opening of new branches
since the armistice is reflected in a re-
turn for December, showing that 148
new branches had been opened, and 148
closed within the month. A net gain of
133 branches. The total number of
branches maintained by the nineteen
chartered institutions at the end of the
year was 2,648, of which 2,445 were in
Canada, twenty-seven in Newfoundland,
and ninety-five in other countries.

Toward the end of the war an agree-
ment was reached between the banks
and the Finance Minister whereby the
banks were allowed to retain in their
deposited funds certain skilled clerks
affected by conscription on the under-
standing that the banks would discon-
tinue their policy of expansion. Re-
strictions in that respect were removed
with the signing of the armistice, and
since then the opening of branches has
developed into a sort of free for all.

**WOULD STOP TAX ON
BUSINESS PROFITS**

**Canada Hopes to Encourage
New Enterprises by Lifting
War Time Levy.**

SEEKING TRADE ABROAD

Special Despatch to THE SUN.
MONTREAL, Feb. 10.—The financial
statement of the Dominion of Canada
for the ten months ended January 31,
issued from Ottawa the other day, shows
some of the practical difficulties in the
way of political factions arguing for a
removal of tariff restrictions on trade.
Of total revenue of \$249,075,557 for the
ten months, no less than \$124,311,753, or
almost exactly half, came from customs
duties.

The current estimate of what the coun-
try's debt will be when final war costs
may be computed is about \$2,000,000,000,
calling for interest charges of about
\$110,000,000, to which will have to be
added a heavy pension roll and some
provision for amortization of the total
debt.

The business profits tax will hardly be
reduced at the coming session of Parlia-
ment, for agreement is fairly general
on two things. One is that the amount
collectible will shrink to small propor-
tions, now that the day of war profits is
past. The other is that so long as the
tax remains in force business will be
discouraged to accept the risks of new
enterprise, and new enterprise must be
dependent upon to take up the slack of
unemployment resulting from the cessa-
tion of munition making and other war
time industries.

The income tax may, probably, will be
increased, but in a country of Canada's
size and personal wealth, only moderate
sums of money can be collected from the
people. The farming community is a large
factor in the population, and their own ex-
perience of the meagre return yielded by
income tax collecting in farming dis-
tricts is enlightening to what might be
expected in Canada.

Fostering Canadian Industries.

Apart from considerations relating to
the necessity of fostering Canadian in-
dustries for the general good, the diffi-
culty of finding a substitute for the cus-
toms tariff as a producer of government
revenue is a long and vexing problem.
At the same time the controversy be-
tween the extremists on the one hand
and the moderates on the other, who are
opponents of the tariff, has suggested to re-
sponsible statesmen the necessity of bring-
ing the conflicting interests into conference
in an effort to reach some understanding.
Uncertainties based on what Parliament
may or may not do, and the pressure of
political influences, are superimposed on
the many other uncertainties of business
resulting from the war, and now in pro-
gress. As the country's revenue is in a
critical position, it is not surprising that
the government is anxious to reach some
understanding.

In addition to the protection already
provided in existing legislation exempt-
ing from taxation the home property of
the military and naval forces, and of
urban property and half a section of
land in the rural districts, it was de-
cided to extend protection from tax rate
proceedings to property owned by sol-
diers and sailors, who, in turn, were
granted the right to purchase property
for another year, or for a period of
two years after the discharge of the sol-
dier.

Claims of Canadian soldiers for com-
pensation arising out of the war agree-
ment, amounting to \$1,000,000, according
to the report of the Canadian War Com-
mission, are being considered by the
British Government. The Canadian War
Commission is a body of Canadian sol-
diers, giving protection on both mat-
ters for another year, or for a period of
two years after the discharge of the sol-
dier.

Claims of Canadian soldiers for com-
pensation arising out of the war agree-
ment, amounting to \$1,000,000, according
to the report of the Canadian War Com-
mission, are being considered by the
British Government. The Canadian War
Commission is a body of Canadian sol-
diers, giving protection on both mat-
ters for another year, or for a period of
two years after the discharge of the sol-